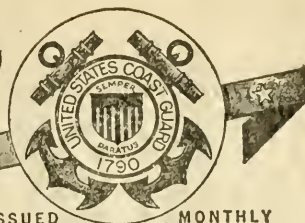


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CUTTER "BIBB" MAKES SPECTACULAR RESCUE OF PLANE "BERMUDA SKY QUEEN"

The Coast Guard Cutter *George M. Bibb*, while occupying a weather patrol station in mid-Atlantic, on October 14 found itself at the scene of the emergency landing of the American flying boat *Bermuda Sky Queen*, and was able to successfully perform one of the most spectacular of recent sea rescues. This was not a chance meeting of distressed aircraft and rescue ship, for the *Bibb* was on her station by design, carrying out an assignment which was a part of the obligation assumed by the United States under the International Civil Aviation Organization. The captain of the plane knew of the *Bibb* and her position and, according to early reports, returned to the vicinity when it became apparent that a rapidly diminishing fuel supply would not carry his craft to land.

The officers and crew of the *Bibb* through skillful seamanship for which the Coast Guard has always been noted, were able to remove all of the passengers and crew of the ditched plane with no loss of life and only minor injuries. The rescue operations conducted during high winds and stormy seas, extended over parts of 2 days.

The rescue operations conducted by the *Bibb* were carried out by means of rafts and small boats, the cutter facilitating the work by the discharge of oil and constant maneuvering to form a lee for the plane. Passengers of the *Bermuda Sky Queen* were first embarked

in a rubber raft inflated by the plane's crew, and in this ferried a short distance to small boats from the Cutter *Bibb*. A second transfer was made from the small boats to the cutter itself. The rubber life raft was an essential piece of equipment in this rescue, as boats could not safely approach the plane in the heavy seas. The commanding officer of the *Bibb* is Capt. Paul Cronk, USCG.

After destroying the plane as a menace to navigation the *Bibb* proceeded to Boston. The American owned plane, making a chartered flight, had taken off from Foynes, Ireland, and was scheduled to make its first landing at Gander, Newfoundland.

The cutter *Bibb* was built at the Navy Yard, Charleston, S. C., and launched in 1937, being commissioned the same year. The ship is 327 feet in length, with a draft of 12½ feet, and has a normal crew of 16 officers and 107 enlisted men. Propelling plant consist of geared turbines supplied with steam from oil-fired boilers and driving twin screws.

First assignments of the *Bibb* after her commissioning was to the Fifth Coast Guard District, with Norfolk as her home port. In 1938 the ship made a special practice cruise with cadets from the Coast Guard Academy, and in 1939 spent about 3 months on temporary duty with the Navy, engaging in joint maneuvers. Later that year the *Bibb* joined a destroyer squadron for the assistance of shipping in the North Atlantic. In the winter of 1939 it was a part of the Grand Banks Patrol. In

¹ Published with the approval of the Director of the Budget.

Distribution (SDL No. 31):

A: a, c, d (5 ea); e, f, h, m (3 ea); remainder (1 ea)

B: c (14 ea); e, f, g (7), h, l (5 ea); j (3 ea); k (2 ea); remainder (1 ea)

C: all (1 ea)

D: all (1 ea)

February 1940, the *Bibb* inaugurated the Atlantic weather patrol, taking up station in 35°38' north latitude and 53°21' west longitude. During 1940 and 1941 much of her time was spent on weather patrol.

In 1942 the *Bibb* was cruising and doing convoy duty in the North Atlantic as a part of the Atlantic Fleet. It made numerous underwater sound contacts, and dropped appropriate depth charges. Once two other ships in the same convoy were sunk by enemy action.

On September 24, 1942, 61 survivors were brought aboard the *Bibb*, then under command of Commander Walfred G. Bloom, USCG. They were members of the crew of the S. S. *Penmar*, which was torpedoed about 60 hours before. Also picked up 8 survivors from the S. S. *Tennessee*. All survivors were given food, blankets, and medical care. During the remainder of the year there were other submarine reports, and depth charges were dropped.

By February of 1943 the *Bibb* had acquired a world-wide reputation for giving succor to survivors of enemy action. Setting out for convoy duty on February 1, the *Bibb* had several indications of enemy submarines in the vicinity during the first week of the month.

On February 7, 1943, the *Bibb*, Commander Roy L. Raney, USCG, commanding, began taking aboard survivors of the S. S. *Henry S. Mallory*. Rescue operations continued with feverish pace throughout the forenoon during which time 202 survivors were taken from lifeboats and rafts. The same afternoon 33 additional survivors from the Greek S. S. *Kalliopi* were brought aboard, making a total of 235 for the day.

This date was a record day for rescue work at sea. With heavy seas and such numbers of persons in the water to be rescued, the crew of the *Bibb* were taxed to the limit of their skills and strength. Because of heavy seas, only two or three rafts could be seen at a time, and there was every reason to expedite the work since some men (wounded by the explosion) had already died on the rafts.

Next day another ship in the area was reported torpedoed. Sound contacts caused the *Bibb* to drop a pattern of depth charges which resulted in an oil slick.

On March 1 and March 5 the *Bibb's* guns sank floating mines. On the 2d and 8th the *Bibb* received messages

concerning ships torpedoed in the Atlantic. On the 8th a submarine was sighted on the surface by an allied vessel close by. On March 9, another ship in the convoy reported a torpedo crossed her bow. On the same day the *Bibb* sighted a sub on the surface several miles away, and later in the day proceeded to screen the S. S. *Melrose Abbey* as she picked up survivors from another torpedoed ship.

On March 10, the *Bibb*, Commander Roy L. Raney, USCG, commanding, received word that two other ships had been torpedoed. The same day the *Bibb* rescued three survivors from the torpedoed S. S. *Coulmore* and two survivors from the S. S. *Bonneville*. Same day the *Bibb* proceeded to the assistance of S. S. *Rosewood* reported sinking, but did not find this ship due to storm and darkness.

Next day (March 11) the *Bibb* sighted the stern of a tanker that had been torpedoed, and began search for survivors.

On March 12 the *Bibb* sighted the bow of a tanker. Later in the same day sighted and identified an abandoned ship as S. S. *Coulmore*.

Doing convoy duty in April 1943, the *Bibb* made three attacks with depth charges following probable sub contacts. Numerous similar actions in May, one of which followed the sighting of a periscope on the Casablanca route.

In June of 1943 there were probable sub sound contacts on the 15th and 21st, resulting in dropping charges and making emergency turns.

The *Bibb*, reported heavy oil and debris following the dropping of a pattern of charges on July 9, 1943. Oil samples were taken from the water that day, and another ship in the convoy fired on a surface target. Dozens of such details in the *Bibb's* record show the frequency of the submarine activities with reference to the convoy of which the *Bibb* was a part.

The year 1944 marked the continuation of the *Bibb's* work in convoy. While escorting to North Africa in July 1944, the *Bibb* underwent an enemy air attack with protection from her smoke screen.

Altogether the *Bibb* made a fine contribution to the allied war effort in the Atlantic and the Mediterranean. Her routine activities consisted of seeking out and fighting enemy submarines, and performing convoy duty. Her most spectacular achievements consisted of the rescue of survivors from ships sunk

or damaged by enemy torpedoes, and her rescue of 235 persons in 1 day is the high light of the *Bibb* wartime history.

After a fine war record in the Atlantic and some refitting and repairs, the *Bibb* moved into the Pacific where she also gave a good account of herself.

In February 1945, en route to Pearl Harbor the *Bibb* went to the assistance of the *Narragansett*, and took a drydock in tow for 3 days.

Arriving in the Pacific battle zones late in the war, this cutter missed the earlier thrusts, but swung into battle action at Okinawa. She spent most of her time during Okinawa operation in a harbor at Kerama Rhetto and was an almost constant target for Japanese suicide planes. During the operation she was subjected to some 55 air raids. On June 21 shortly after 1830 two Japanese planes flying low entered a blind approach to the harbor. The first plane crashed into a ship anchored 300 yards off the port side of the *Bibb*. The other plane circling high, came in for a dive on a ship 600 yards off her port side. The gun crews on the cutter *Bibb* and two other vessels opened fire and downed the plane just before it crashed into its intended target. During numerous raids the guns of the *Bibb* fired on the attackers, and helped drive them out of range.

USE OF LORAN BY VESSELS OF MERCHANT MARINE IS ON THE INCREASE

Loran, which was developed during World War II for the armed forces, is being increasingly used by both commercial surface vessels and ocean aircraft. Since the recent International Meeting on Marine Radio Aids to Navigation, held in New York and New London, both foreign and domestic installations have remarkably increased. Passenger vessels, freighters, tankers, trawlers, and private yachts, are among the types of vessels utilizing loran service. Three firms are known to be manufacturing postwar loran receiver-indicators for commercial vessels, but only one of these is yet in position to deliver in quantity. As these firms approach their production quota, it is to be expected that loran will be utilized extensively by commercial vessels and aircraft operating where loran service is available.

The following information on current users of loran was compiled from the

records available in Coast Guard headquarters. It represents only information received, and may not be complete.

MERCHANT MARINE USERS

In addition to the vessels of the U. S. Navy, Coast Guard, British Royal Navy, and Royal Canadian Navy, there are a total of at least 57 commercial surface vessels reported equipped with loran receivers at the present time. Twenty-five of this total are Maritime Commission vessels equipped with converted wartime type loran receiver-indicators. Four more of these vessels, not included in the total presently equipped, will have their installations completed in the near future. This represents only a portion of the Maritime Commission vessels that will be equipped, since the total contract is for 50 vessels.

A few of the better known large ships regularly utilizing loran service are:

- S. S. *America*, United States Lines Co.
- S. S. *Queen Mary*, Cunard White Star Lines.
- S. S. *Queen Elizabeth*, Cunard White Star Lines.
- M. S. *Gripsholm*, Swedish America Line.
- M. S. *Drottningholm*, Swedish America Line.
- S. S. *Matsonia*, Matson Navigation Co.
- S. S. *American Seaman*, War Shipping Administration.

Besides the ships they have presently equipped with loran receivers, Moore-McCormack Lines and the H. Waeg Co., have each purchased four additional sets for further installations on their ships. Commercial fishing trawlers, private yachts, and other smaller ships are also using loran with marked success.

AIR-LINE USERS

In addition to the military aircraft of the Air Transport Command, Naval Air Transport Service, Army Air Force, Navy, and Coast Guard, 10 commercial ocean air lines using loran are listed below, with the scheduled respective number of monthly ocean flights.

United Airlines	61
Pan American Airways	385
American Overseas Airlines	235
Air France	35
Sabena Airlines (Belgium)	17
KLM, Royal Dutch Airlines	26

BOAC, British Overseas Airways Corp.....	70
Trans-Canada	87
Northwest Airlines.....	26
Aerlínte Eireann (Erie).....	(¹)
Total	942

COAST GUARD PARTICIPATES IN AMERICAN MERCHANT MARINE CONFERENCE

At the American Merchant Marine Conference and the twenty-first annual convention of the Propeller Club of America, held in New York on October 14-17, the Coast Guard was represented by several speakers, most of whom addressed the panel on U. S. Coast Guard. Of this panel, Admiral J. F. Farley, Commandant, was the chairman, and Commodore H. C. Shephard, of the Merchant Marine Council, was co-chairman.

Papers presented at the Coast Guard panel were the following: Effect of Radar on Collision Law, by Capt. J. A. Kerrius, USCG, secretary of the Merchant Marine Council; Preventive Maritime Safety—What is the Coast Guard Policy, by Rear Adm. Merlin O'Neill, USCG, Assistant Commandant; Progress and Trends of the U. S. Aids to Navigation System, by Capt. C. H. Peterson, USCG, Chief, Aids to Navigation Division; and Developments in Legislation and Regulations Affecting Marine Safety, by Capt. R. L. Raney, USCG, Assistant Chief, Office of Merchant Marine Safety. In addition, Mr. William T. Butler, of the Office of Merchant Marine Safety, U. S. Coast Guard, addressed the panel on Maritime Safety, on the subject, The Texas City Disaster—Lessons Learned; and Capt. W. R. Richards, USCG, Chief of Staff of the Eastern Area, U. S. Coast Guard, spoke on Air Sea Rescue in the North Atlantic, before the panel on Overseas Air Transport.

The following are excerpts from the paper presented by Rear Admiral O'Neill:

"In administering the marine safety laws and regulations, it is our policy to do that which gains for us the confidence of the entire marine industry. It is the Commandant's desire that the Coast Guard declare its policy openly and above board for the benefit of those affected by the application of the Coast Guard's preventive safety measures. As an illustration of this I quote the

Commandant's exact words as published in the Federal Register of June 4, 1947: 'It is the policy of the Coast Guard, in the current administration of the laws and regulations relating to navigation and vessel inspection, to further the orderly reconversion of the merchant marine from wartime to peacetime operations by simplifying the procedure involved therein, * * * and bringing about a proper balance between the factors of safety at sea and this orderly reconversion. * * * While it is not the policy of the Coast Guard to countenance willful violations of the laws and regulations or negligence in meeting the requirements thereof, neither is it contemplated that masters who exercise all reasonable efforts to comply with the requirements in effect be cited for violation on technical grounds.'

"In as much as marine safety is a relative and not an absolute entity, the matter of putting it into practice requires much thought and study. Safety standards must take into account the economics of vessel operation. The imposition of restrictive measures that would guarantee absolute safety, would more frequently than not, be impracticable when considering the economics of the problem. When such a problem does occur, the most practical solution, of course, lies in a balance between safety and economy, with proper weight adjustment given each factor depending on the situation at hand. This does not mean, however, a fixed average between safety and economy for, obviously, when dealing in human lives no numerical evaluation can be given. Under many circumstances, it is possible that emphasis on safety will prove to be the most economical over a long period of time.

"We are not unmindful of the apprehension of industry over the possibility of our overlooking the accepted philosophy of governing and regulatory bodies. There are those who feel that many of the United States laws and regulations protect everything but the economics of the industry. This is felt particularly when considering the number of Federal agencies governing the merchant marine and the higher safety standards of American vessels in comparison with foreign competitors. We recognize this situation and seek earnestly to lessen any adverse effects of our actions upon the marine industry. We do not want to harass or unduly burden a vital part of our national welfare. At the same time, it should be borne in mind that the Coast Guard is a public

¹ No data.

safety agency with responsibility requiring attention to other factors than economics alone. * * *

"In regard to the safety standards on American vessels which are higher than those on vessels of some foreign competitors, it is the Coast Guard's policy, through international collaboration, to try to equalize the standards where practicable. It is preferable to raise foreign standards to meet ours, rather than lower American standards. We do not believe, for example, that it is to the best interest of the merchant marine, to lower our fire-prevention standards, to meet those of foreign merchant marines. It is not our policy to lower accepted safety standards on the grounds of economy simply because some other nation has lower standards. If we were to accede to such a practice, our standards would be forever going downhill and our position as a world leader in such affairs would follow likewise. Where American standards appear to be unreasonably high, they will be modified in accordance with our policy of striking a balance between safety and economy, but not on the basis of comparison with foreign standards.

"The Coast Guard welcomes constructive comments at any time from members of the marine industry. We do so because we feel that these comments will broaden our vision on matters which affect that industry. In approaching the complexities and ramifications inherent in modern marine safety, some problems become so extensive that they can best be handled by a 'pooling of effort.' Such effort is normally a part of day-to-day cooperation between marine interests and the Coast Guard. In addition, the Merchant Marine Council meets twice yearly to consider proposed merchant marine regulations, to approve equipment; to conduct public hearings and to provide a forum where problems concerning the public and maritime industry are studied. This is the nearest approach to 'self-regulation' that has yet been devised by a Federal agency. * * *

"When changes are necessary to the marine safety regulations, every effort is made to stabilize such modifications. Indeed, this is the guiding principle behind all changes. We ask ourselves, 'If we make this change, will it necessitate a further change if other circumstances develop?' Of course, our answer can be based only on known conditions and possible future develop-

ments. Beyond this effort, there is no guarantee that the Coast Guard, or any other agency, can assure absolute stability in laws and regulations. * * *

"There have been comments that we have promulgated unnecessary additional regulations and unnecessary extension of present regulations. I would like to question these comments. In the first place, the promulgation of any 'unnecessary' regulation is not in accord with Coast Guard preventive marine safety policy. Everyone knows that the goal of marine safety cannot be achieved by the mere promulgation, or extension, of a regulation. All regulation is conditional regulation. It is designed for a purpose. The intent is to accomplish the purpose under a certain set of conditions. When the conditions change, the regulation must change also. Therefore, if it can be clearly shown that any marine safety regulation now in effect is 'unnecessary,' the Coast Guard will take steps to either eliminate that regulation entirely or to modify it so as to bring about a truer perspective between its purpose and conditions of accomplishment. This is a Coast Guard policy in which I believe all of you will concur.

"I would like to call your attention to one aspect of marine safety that is considered to be of utmost importance. I am referring now to that awareness of possible danger, and the knowledge of the means of preventing it—in other words, marine safety mindedness. It is with this aspect of marine safety more than any other that the entire Coast Guard is indoctrinated.

"In our endeavor to broaden marine safety mindedness, we seek to encourage the mariner, the passenger, the vessel operator, and the general public to think in terms of marine safety. Although the Coast Guard has found no magic inroad into the minds of men, it has sought in all its relationships with the seaman, the marine industry and the public, to disseminate the philosophy of marine safety.

"A successful program of marine safety mindedness requires more than publishing facts and figures. It necessitates a marine safety attitude and aptitude on the part of the Coast Guard personnel. Responsibility where there is a possibility of loss of life or other marine casualty, is a very serious matter indeed. Because of this seriousness, the assignment of personnel to maritime safety duties must be given careful consideration.

"It is only proper that those whom the Coast Guard serves, should expect to be served by the most talented and most experienced personnel available. It is most important that the navigation and inspection laws and regulations be interpreted by experts, individuals who, knowing the objectives, can determine how far it is reasonable and practicable to go in accomplishing such aims. We do know that detailed standards and specifications are likely to be taken too literally by an inexperienced inspectional force. It is recognized, furthermore, that there should be some policy that when desirable personnel are obtained they should be permitted a continuity of association with maritime safety work. Such a policy would not only benefit the Coast Guard by a more efficient administration of its duties, but would benefit the industry through a continued relationship with personnel with which it is accustomed to work. This is exactly the policy the Commandant has been advocating for some time.

"A balanced safety organization, like a balanced merchant marine, requires interested and capable individuals from more than just one walk of life. In line with this, one of the sources to which the Coast Guard will resort for officer material, to be assigned to preventive marine safety duties, will be the merchant marine."

HURRICANES CAUSE EXTENSIVE DAMAGE TO AIDS ON SOUTH ATLANTIC COAST

Hurricanes which struck the Florida and Georgia sections of the Atlantic coast in September and October caused damage to the navigational aids which was costly in the aggregate but which was not greatly concentrated in any one area. Damage was restricted for the most part to minor aids and unattended structures.

The St. Johns River Lightship, at the entrance to the St. Johns River, Fla., was blown from station on two occasions, but was replaced within a matter of hours. Range light structures in the Savannah River were destroyed or damaged, and other destruction was reported in various rivers, inlets, and exposed sections of the Intracoastal Waterway. There was also damage to aids in the Trans-State Waterway and Lake Okeechobee. Destruction or damage of aids in the following areas has been reported: Florida Reefs, Fort Pierce Inlet, Lake Worth

Inlet, Port Everglades, the Indian River, and the vicinity of Jupiter Inlet.

COMPETITIVE EXAMINATIONS FOR ACADEMY TO BE HELD EARLIER THAN USUAL

Competitive examinations for appointment as cadet at the Coast Guard Academy are to be held on February 16-17, 1948, 3 months earlier than has been the practice in previous years. A change has also been made in the age limit requirements, the controlling date now being July 1 of the year in which competing.

Because of the early date on which the cadet examinations are to be held, both headquarters and the district Coast Guard offices are making plans now for the usual campaign to secure cadet material. Officers will visit accredited schools, announcements of the examinations will be posted, motion picture films will be scheduled, and other efforts made to bring the matter to the attention of the public.

The following are the present requirements for cadet candidates: This examination is open to unmarried, qualified young men, military or civilian, who will have reached their seventeenth but not passed their twenty-second birthday by July 1, 1948. Educational requirements are graduation from an accredited high school or preparatory school, the course pursued comprising a minimum of 15 units of credit earned by June 1948. Of the 15 units needed, 7 are from the required subjects; namely, 3 units of English, 2 units of algebra, 1 unit of plane geometry, and 1 unit of physics. The remaining 8 units may be from optional subjects such as language, science, mathematics, history, English, etc.

To qualify physically, a candidate must be in perfect health, between 66 to 76 inches in height, with weight in proportion, must have 20-20 vision, uncorrected, in each eye; and must have a minimum of 20 vital serviceable natural teeth.

No waivers are granted for admission to the Academy.

The Coast Guard Academy, located at New London, Conn., prepares young men for careers as officers in the Coast Guard. Upon completion of the 4-year engineering course, a cadet is eligible for a commission as ensign in the Coast Guard and a bachelor of science degree in engineering.

IWO JIMA RADIO STATION AGAIN STRUCK BY TYPHOON

The Coast Guard radio and loran station at Iwo Jima was struck by a typhoon on October 9, considerable damage being done to several of the buildings, but loran transmissions were off the air for only 13 hours and 34 minutes.

A preliminary report indicated that ends were blown out of quonset huts, sheet-metal covering peeled off, and windows destroyed and that water damage was extensive. Seas were very heavy and there was torrential rain. Wind indicator broke at 160 miles per hour.

The promptness with which loran service was restored was highly commendable in view of the damage to buildings and electrical equipment.

This station was also seriously damaged by a typhoon on August 15, 1946, and the Okinawa station in the same chain experienced a typhoon in October 1946.

FORMER COAST GUARD SPARS TO HOLD FIRST REUNION IN WASHINGTON NOVEMBER 22-23

Coast Guard Spars of World War II, the former members of the Women's Reserve of the Coast Guard, will hold their first reunion in Washington, D. C., on November 22-23. This will be the first all-civilian national reunion of women veterans of World War II, and it will also mark the fifth anniversary of the founding of the Spars.

The Spar reunion will be held at the Hotel Statler, where the opening banquet will be addressed by Dorothy S. Stratton, wartime captain and national director of the Coast Guard Women's Reserve. Admiral Joseph F. Farley, Commandant of the Coast Guard; Rear Adm. Merlin O'Neill, Assistant Commandant; and Vice Adm. Lloyd T. Chalker, retired, are to be guests of honor.

Of the 12,000 members of the wartime Spar organization, a representative group from all parts of the United States and several foreign countries is expected to foregather in Washington.

COAST GUARD REPAIRING HURRICANE DAMAGE TO NAVIGATIONAL AIDS

The hurricane which struck the Gulf coast on September 18-19 seriously damaged the aids to navigation in the

entire area from the Mississippi River passes eastward to Mobile, Ala. All light towers stood with little damage, but practically all lighted buoys were extinguished or displaced, and practically every minor light structure sustained some damage. The most seriously affected channels were those leading to Mobile, Pascagoula, Biloxi, and Gulfport. Aids in the Intracoastal Waterway were also extensively damaged.

On the day following the hurricane, all tenders based at Mobile and New Orleans proceeded to their assigned areas to repair the damage to aids, and to make temporary establishments sufficient to make navigation safe. Within a week of the time the hurricane struck, all deficiencies in buoyage in Pensacola, Mobile, Pascagoula, Ship Island, and Gulfport channels had been corrected, and work was progressing on the repair of the minor light structures or the temporary substitution for them of lighted buoys.

Every light station in the path of the hurricane sustained some damage, but so far as known, no major seacoast light failed to show its signals on any night. Damage to these stations consisted of loss of wharves, walkways, porches, and cisterns, and the undermining of dwellings and other buildings. Salt water entering machinery rooms put generators and batteries out of operation, and at many stations standby equipment had to be placed in service. Ship Island Light Station was probably the worst hit.

Sand Island Light Station, South Pass West Jetty Range Front Light Station, and Southwest Pass East Jetty Fog Signal Station were evacuated prior to the hurricane, with lights and radiobeacon in operation.

It appears that very little of the destruction and damage to the aids to navigation was caused by wind, most of it being due to the storm waves which were built up by the high wind.

COAST GUARD PREPARES TRAVELING EXHIBIT

A traveling exhibit of mounted photographs, showing the various activities of the service, has been prepared by Coast Guard headquarters, and will be circulated among schools and libraries having appropriate display facilities. The purpose of this exhibit is to acquaint the general public with the normal peacetime duties of the Coast Guard, and also to call attention to the advantages of a career in the

service, either in an enlisted status or as an officer.

The photographs in this exhibit are mounted on cards $25\frac{1}{2}$ by $29\frac{1}{2}$ inches in size, and are suitably titled, ready for display. The exhibit may be obtained by appropriate organizations on agreement to pay shipping charges. A schedule of showings is now being arranged. Applications should be addressed to the Commandant, U. S. Coast Guard, Washington 25, D. C.

COAST GUARD ANNOUNCES ITS FINAL FINDINGS IN THE TEXAS CITY DISASTER

The final findings of the Coast Guard board of investigation into the fire and explosion on the French S. S. *Grandcamp*, at Texas City, April 16, 1947, just announced, bring to a close the Coast Guard's investigatory proceedings into this casualty.

The Commandant concurred in the Board's opinion that:

(1) The fire in lower No. 4 hold of the S. S. *Grandcamp* started between 8:10 a. m., April 16, 1947, the time the longshoremen entered the hold, and 8:20 a. m. that date, when it was discovered, and that the fire was probably caused by unauthorized smoking in the hold.

(2) The fire could have been extinguished in its early stages if water had been applied by means of the fire hoses of the *Grandcamp* immediately after discovery of the fire.

(3) Even if the fertilizer had been described in all shipping papers as "ammonium nitrate" the end result would have been the same.

The Commandant has reviewed the Board's recommendations, together with pertinent laboratory tests, and approves the following action:

(a) Submission of Board's report to United States Attorney General, looking toward assessment of penalties against the ocean shipper for violation of section 146.05-13 (a), (b), and (c) of U. S. Coast Guard regulations, explosives or other dangerous articles on board vessels, for failure to notify the vessel operator in advance regarding the characteristics of shipment.

(b) Reporting of S. S. *Brandcamp* operators to United States Attorney General for violation of section 146.02-14 (d) of aforementioned regulations for failure to notify Coast Guard of damage to containers.

(c) Submission of the Board's report to the Interstate Commerce Com-

mission for its action relative to the use of a correct descriptive shipping name by the original shipper in accordance with section 417 of the Interstate Commerce Commission regulations governing the transportation of explosives and other dangerous articles by land.

(d) Referring the Board's recommendations relative to publication of special manuals, establishment of fire fighting schools, and the use of nonflammable containers for packaging of the ammonium nitrate fertilizer, to the Treasury's Interagency Committee on the hazard of ammonium nitrate.

(e) Requiring an increased emphasis on the handling and stowage of dangerous articles and procedures for prevention and extinguishment of fire involving such cargoes be incorporated in examinations for licensing of masters and mates of American merchant vessels.

Action already taken by the Coast Guard involves an amendment to the hazardous cargo regulations (August 8, 1947) requiring a permit when handling in excess of 500 pounds of ammonium nitrate fertilizer on board vessels, and requiring the loading and unloading of such cargo to be done at areas remote from populous centers as designated by local Coast Guard representatives. On April 23, 1947, the Coast Guard required vessels handling ammonium nitrate fertilizer to provide a fire watch and responsible persons to acquaint themselves with existing regulations for the cleaning and preparation of cargo holds for loading.

The philosophy of the Coast Guard regulations entitled, "Explosives and Other Dangerous Articles on Board Vessels," April 9, 1941, is that they are self-regulating and policing. While it is true that various governmental agencies prescribe rules covering interstate commerce in the interest of the public welfare and protection, it is a responsibility of private industry to take appropriate steps to protect and guard their property against the hazards encountered in the courses of trade.

The Coast Guard proposes to take prompt and vigorous action through the Federal courts when violation of hazardous cargo regulations are uncovered, as a deterrent against further noncompliance with such regulations.

This report does not conclude, nor is this a part of, the Secretary's special interagency committee on the hazard of ammonium nitrate, nor the deliberations of the President's conference on fire prevention which designated a com-

mittee to consider the hazards of ammonium nitrate.

U. S. DRAFT FOR SAFETY AT SEA CONVENTION IS COM- PLETED BY COMMITTEE

The recommendations of the 14 technical subcommittees of the United States Safety at Sea Committees, were studied in general session on October 21. The recommendations have been consolidated into a draft which will guide the United States delegation at the international conference on safety of life at sea, which will be held in London on April 16, 1948.

The present international convention was drawn up in 1929 to establish international standards for safe ship construction, lifesaving construction, lifesaving equipment, and radiotelegraphy. Since that time technical and scientific advances have made possible the adoption of improved measures looking toward greater safety. Committees of experts, representing all interested agencies of the Government and all branches of the maritime industry have been engaged for the past 2 years in formulating these measures. Their recommendations, if adopted at London, should make future vessels markedly safer. Practically all of these recommendations involve matters which are already covered by law or regulation applying to American vessels, so that their acceptance will not impose any additional expense to our merchant marine.

NEW EDITIONS OF INSTRU- CTIONAL PAMPHLETS ARE ISSUED

New editions of the pamphlets, *Buoys in Waters of the United States*, and *the Significance of Aids to Marine Navigation*, have just been issued by headquarters, providing a new supply of these publications. Changes in both pamphlets are minor.

These pamphlets are made available for instruction in the use of the aids to marine navigation, and are much in demand for classes in piloting and small boat handling, and for the use of the Coast Guard Auxiliary.

PAPERS BY COAST GUARD PER- SONNEL ARE PRESENTED AT ENGINEERING MEETING

The October meeting of the Chesapeake Section of the Society of Naval Architects and Marine Engineers was

held at the Coast Guard Yard, Curtis Bay, Md., on the eleventh. The program consisted of an inspection of the yard facilities and of certain Coast Guard vessels, including the amphibious vehicle *Dukw*, the 255-foot turbine-electric bridge controlled cutter, and various life-saving boats. At a technical session held in the afternoon, the following papers were presented by Coast Guard personnel: Coast Guard Life-Saving Boats and Amphibious Vehicles, by Commander W. E. Creedon, USCG; and Bridge-Controlled Turbo-Electric 255-Foot Coast Guard Cutter, by P. G. Tomalin.

Commander Creedon's paper on Coast Guard Life Saving Boats and Amphibious Vehicles described the various types of boats carried by Coast Guard cutters and used by Coast Guard shore stations, and also covered fully the use of amphibious vehicles. He described in considerable detail the war-time development of the *Dukw*, and the transition from an already developed heavy-duty truck then in actual service to an amphibious vehicle capable of operating on either land or water.

The paper also described the Coast Guard's experience with 10 *Dukw*'s acquired in 1944 and distributed to lifeboat stations along the Atlantic coast. It pointed out that the stations were well pleased with the vehicles and their ability to negotiate sandy beaches and surf, but that deterioration was rapid and the vehicles as then designed and built not adapted to Coast Guard use.

Commander Creedon next described the development of the Coast Guard modified *Dukw*, concluding with the statement that the future of the *Dukw*'s in the Coast Guard rests in the prolongation of their useful life and the reduction of time and money required in maintaining them in good operating condition.

Mr. Tomalin's paper on the Bridge-Controlled Turbo-Electric 255-foot Cutter, described the numerous features of the hull and machinery which differ somewhat from usual practice. The following quotations are made from his paper:

"The design of the vessel, hull, and machinery, is such that the vessel is suitable for operation in ice. She is not an ice breaker but is strengthened for ice operations, and her machinery plant is so designed that no difficulty will be experienced with ice or slush in the condenser, sea chests, etc.

"The framing of the upper and lower chords of the girder is longitudinal and

the sides are transverse. Transverse framing was used so that the decks could be utilized as ice strength. Longitudinal framing was used to provide the necessary longitudinal strength of the ship as a whole.

"The propulsion machinery plant is operated synchronous through a generator frequency of 20-90 cycles, which corresponds to shaft speeds of 40-180 revolutions per minute. The plant is of the central power plant type, with major auxiliaries electrically driven through transformers from the propulsion buss. Speed changes are controlled by changing the speed setting of the main turbine governor, through the pilot house or engine room control. Synchronization of the main motor is by automatic control."

REAR ADMIRAL HIGBEE (RET.) IS AWARDED THE BRONZE STAR MEDAL

Rear Adm. Frank D. Higbee, USCG (Ret.) was recently awarded the Bronze Star Medal for his part in the initial invasion of Leyte in 1944. The presentation was made aboard the U.S.S. *Helena*, by Vice Adm. Walter S. DeLany, USN. The citation read as follows:

"For heroic service as officer in charge of a special advanced beach party during the initial invasion of Leyte Gulf, Philippine Islands, on October 20, 1944. Landing with the third wave in the face of enemy fire which sank two of the boats, Rear Admiral (then Captain) Higbee directed his party in sounding and reconnoitering the beach under hostile fire and rendered valuable assistance in landing the first tanks. By his courage and devotion to duty in carrying out his mission on an open beach raked by Japanese fire, he secured information vital to the success of the assault, thereby upholding the highest traditions of the United States Naval Service."

Rear Admiral Higbee is authorized to wear the combat "V."

LANDINGS IN FRANCE IS THE TITLE OF LATEST HISTORICAL MONOGRAPH

Landings in France is the title of the latest of the Coast Guard historical monographs to be prepared for publication, this volume of 310 pages now being in the hands of the printer. Intended as a first narrative, which will be corrected and amplified after service

readers have had an opportunity to examine it critically, the new monograph will be given a limited distribution.

Landings in France is to a large extent the story of the operations in Normandy, and the works of the transports *Bayfield*, *Samuel Chase*, and *Joseph T. Dickman*, although some space is given to the occurrences in southern France. The account begins with the plans and preparations for the Normandy landings, and the pattern which the invasion was to take. The work of the various Coast Guard manned transports is then detailed, along with accounts of the activities of other Coast Guard vessels such as the Coast Guard Rescue Flotilla.

The text of the new monograph is interspersed with many accounts, both those of an official nature prepared by various commanding officers, and those more personal in treatment. Much valuable material is also contained in the appendices, which include a chronological account of the operations of the U. S. S. *Joseph T. Dickman*, a summary of the fifth year of World War II, a list of Coast Guard vessels which participated in the invasion and bombardment of the coast of France, and a list of Coast Guard manned ships entitled to operation and engagement stars.

CHANGES IN VESSEL STATUS

Morris (WSC-147)

Ordered detached from 11 CGD and moved to Moorings, Kennydale, Wash., for storage.

Air Crow (WAVR-416)

Air Mallard (WAVR-437)

Air Pelican (WAVR-445)

Ordered detached from 11 CGD and moved to Moorings, Kennydale, Wash., for storage pending disposal by Maritime Commission.

Winona (WPG-65)

Permanent station changed from Seattle, Wash., to Port Angeles, Wash., effective on arrival.

Madrona (WAGL-302)

Permanent station changed from Miami, Fla., to Portsmouth, Va., effective on arrival.

Air Partridge (WAVR-444)

Air Peacock (WAVR-445)

Air Tanager (WAVR-472).

Ordered detached from 12 CGD and moved to Moorings, Kennydale, Wash., for storage pending disposal by Maritime Commission.

Legare (WSC-144)

Placed in active status on September 4 from "in commission, in reserve." Permanent station designated as New Bedford, Mass., effective as of July 25, 1947.

White Lupine (WAGL-546)

Accepted by Coast Guard in 8 CGD on September 4 and commissioned on September 5. Permanent station designated as Detroit, Mich., effective September 5, 1947.

White Alder (WAGL-541)

Placed in commission on September 3. Permanent station designated as New Orleans, La., effective September 3, 1947.

CG-83337

Placed in commission on August 29 at San Pedro, Calif. Permanent station designated as Santa Monica, Calif., effective on arrival.

Kimball (WSC-143)

Decommissioned at Cleveland, Ohio, on September 2, 1947.

Hibiscus (WAGL-218)

Delivered to Maritime Commission on June 26, 1947, and sold that day to M. Silver & Son, South Portland, Maine.

DECORATIONS AND AWARDS MADE SINCE AUGUST

BRONZE STAR MEDAL

Baker, Lee H., Captain.
Morine, Leon H., Commander.

COMMENDATION RIBBON

Waters, Jr., John M., Lieutenant.

COMMANDANT'S LETTER OF COMMENDATION

Alzheimer, Donald W., ARM1c.
Berry, Oliver F., ACMM.
Boone, James A., AMM1c.
Bryzcki, Leo, ACMM.
Cebula, Robert, ARM2c.
Cook, Arthur T., ACMM.
Eldridge, Cozie, ACMM.
Fisher, Alvin N., Lieutenant.
Haas, Howard L., AMM1c.
Hallen, Gerald H., S1c.
Hempel, Jr., William H., AMM1c.
Gawrysiak, Edward, AMM1c.
Jablonski, Jr., Gus, AMM1c.
Joseph, Anthony R., ACMM.
Merritt, Richard B., AMM1c.
Mills, Sterling G., AMM1c.
O'Leary, Robert, AOM1c.
Osborn, Richard C., AMM3c.

Peistrup, Garnard T., AMM2c.
Robbins, Merton M., AETM1c.
Sapp, Edward V., AMM1c.
Schoning, Rudolph H., ARM1c.
Scripture, Doris M., Lieutenant Commander (WR).
Shaffer, John L., ARM1c.
Simmons, James P., ARM1c.
Smilari, Julius J., AMM3c.
Smith, Lytle C., ACMM.
Somerville, John M., ARM1c.
Vanelli, Francis A., ACMM.
Wesolowski, Alvin J., ARM1c.
Westerberg, Merwin E., AMM1c.
Whidden, Charles D., PR3c.

FOREIGN AWARDS

Smith, Ed. H., Rear Admiral, Cross of Commander of the Order of Danneborg, First Class (Danish).

CHANGES IN ASSIGNMENT

The following changes in assignments were made during the week ending September 5:

Commander John N. Zeller, First Coast Guard District office to *Bibb* (XO).
Lt. Comdr. Harold W. Parker, *Bibb* to First Coast Guard District office.

The following changes in assignment were made during the week ending September 12:

Capt. Edward E. Hahn, Jr., Twelfth Coast Guard District office to *Minnetonka* (CO).

Capt. Clarence C. Paden, Third Coast Guard District office to *Taney* (CO).
Commander Ralph R. Currey, Fifth Coast Guard District office to base, Portsmouth, Va. (CO).

Commander Carl G. Bowman, *Taney* to Twelfth Coast Guard District office (Ch. Pers. Div.).

Commander Clifford R. MacLean, *Minnetonka* to Eastern Inspector's office.

Commander Karl O. Z. Zittel, Third Coast Guard District office (Dr. Auxiliary) to Third Coast Guard District office (Ch. Pers. Div.).

Lt. Comdr. John L. Olsen, Base Portsmouth, Va., to *Willow* (CO).

The following changes in assignments were made during the week ending September 19:

Commander Chester McP. Anderson, Eleventh Coast Guard District office to *Ironwood* (CO).

Commander William S. Donaldson (R), Headquarters (MMS) to Marine Inspection, New Orleans, La.



Commander Theodore J. Fabik, orders from First Coast Guard District office to yard amended; to Academy, New London, Conn.

Commander George W. Holtzmann, Training Station, Groton, Conn., to *Duane* (XO).

Commander Howard A. Morrison, Tenth Coast Guard District office to *Klamath* (CO).

Commander Hollis M. Warner, *Klamath* to Ninth Coast Guard District office (Ch., Pers. Div.).

Lt. Comdr. Richard H. Fairman, Fourth Coast Guard District office to depot Gloucester, N. J. (Engr. Repr., Third Coast Guard District).

Lt. Comdr. Donald M. Morell, *Cedar* to *Bittersweet* (CO).

The following changes in assignments were made during the week ending September 26:

Commander Joseph A. Bresnan, *Ingham* to *Cherokee* (CO).

Commander George I. Holt, Tenth Coast Guard District office to *Ingham* (XO).

Commander Gilbert I. Lynch, Third Coast Guard District office to *Campbell* (XO).

Commander Howard A. Morrison, orders Tenth Coast Guard District office to *Klamath* (CO) canceled.

Lt. Comdr. Julian J. Shingler, *Duane* to *Triton* (CO).

Lt. Comdr. Orvan R. Smeder, *Escanaba* to *Hermes* (CO).

Lt. Comdr. Carl S. Studley, *Bittersweet* to *Escanaba* (XO).

The following changes in assignments were made during the week ending October 3:

Commander David H. Bartlett, Base, Buffalo, N. Y., to Fourteenth Coast Guard office (furas).

Lt. Comdr. Loren E. Brunner, Headquarters to *Sebago* (XO).

Lt. Comdr. Harry F. Frazier, Marine Inspection, Philadelphia, Pa., to *Androscoggin* (XO).

Lt. Comdr. William C. Hart, Field Testing and Development Unit to *Acushnet* (XO).

Lt. Comdr. Harry A. Oest, Headquarters to *Taney* (EO).

The following changes in assignments were made during the week ending October 10:

Commander Robert S. Lecky, orders *Mohawk* to *Sassafras* amended; to *Gentian* (CO).

Lt. Comdr. Victor E. Bakanas, Ninth Coast Guard District office to *Minnetonka* (XO).

Lt. Comdr. Jonas T. Hagglove, *Cherokee* to base, Portsmouth, Va. (XO).

Lt. Comdr. Edwin B. Ing, air station Elizabeth City, to air station San Francisco.

ORDERED HOME PENDING RETIREMENT

Commander Charles R. Peele.

Lt. Comdr. Ralph G. Jenkins.

Lt. Comdr. Gustave A. Lohse.

Lt. Comdr. Gunnar Magnusson (R).

Chief Boatswain Adolph Rohdin.

Chief Boatswain George M. Schellenger.

Boatswain Raymond E. Cash.

Machinist Charles G. Johnson.

Machinist John F. Crooks.

